

# **APPENDIX O5**

## **Memorandum of Agreement between WSDOT and the City of Kirkland**

### **I-405, SR520 to SR522 Stage 1 (Kirkland Stage 1)**

**Final Package Review – 15%  
January 25, 2005**



**Project Team**

Congestion Relief & Bus Rapid Transit Projects

**Urban Corridors Office  
Agreement Term Sheet**

<b>Other Party:</b>	City of Kirkland	<b>Status:</b>	Pending
<b>Agreement Title:</b>	I-405 Nickel Stage 1 & 2		
<b>Agreement Duration:</b>	Execution through Jan 2015		

**Agreement Project Manager/Contact:**

<b>I-405 Team:</b>	Denise Cieri- Segment Manager	<b>Phone:</b>	425-456-8509
<b>UCO:</b>	Jody Alseth	<b>Phone:</b>	206-464-1233
<b>City of Kirkland</b>	Ray Steiger, Interim Public Works Director	<b>Phone:</b>	425-587-3833
<b>City of Kirkland</b>	William Evans, Assistant City Attorney	<b>Phone:</b>	425-587-3033
<b>Asst. Attny. General Assigned:</b>		<b>Phone:</b>	
<b>Other Party Legal Staff Assigned:</b>		<b>Phone:</b>	

<b>Agreement Schedule Dates:</b>	
<b>Complete Draft:</b>	01/31/05
<b>Agreement Finalization:</b>	03/30/05

**Purpose of Agreement:**

This Interlocal Agreement further defines communication channels, roles and specific design elements for stages 1 and 2 of the Kirkland nickel projects. A Memorandum of Understanding (dated April 5<sup>th</sup>, 2004, attached as Exhibit A) also describes the terms under which the City of Kirkland and WSDOT will continue to work during the Design-Build (DB) contract design and construction of this project.

**Scope of Agreement:**

Definition of Abbreviations Used:

BNSF: Burlington Northern Santa Fe Railroad  
 DB: Design-Build  
 EB: eastbound  
 I/C: interchange  
 I/S: intersection  
 KAC: Kirkland I-405 Advisory Committee  
 NB: northbound  
 SB: southbound  
 SPUI: single point urban interchange  
 SR: State Route  
 WB: westbound

**PROJECT DESCRIPTION**

General Description (project limits as depicted on attached Exhibit B) :

- Add one general purpose lane NB on I-405 from the Northeast 70<sup>th</sup> Street exit to the Northeast 124<sup>th</sup> Street exit.

- Add one general purpose lane SB on I-405 from SR 522 to the existing add lane at the SR 520 I/C.
- The widening described above will widen the existing I-405 roadway without rebuilding the Northeast 70<sup>th</sup> Street, Northeast 85<sup>th</sup> Street, or Northeast 124<sup>th</sup> Street interchanges. This will result in non-standard lane and shoulder widths on I-405 through these interchange areas.
- Reconstruct the existing half-diamond Northeast 116<sup>th</sup> Street I/C to a half SPUI.
- Provide arterial improvements on Northeast 116<sup>th</sup> Street from west of the 120<sup>th</sup> Avenue Northeast intersection to the 124<sup>th</sup> Avenue Northeast intersection.
- Provide improvements on 120<sup>th</sup> Avenue Northeast at the Northeast 116<sup>th</sup> Street intersection.

### **Staged Construction Details**

The Project will be constructed in two stages, referred to as Stage 1 and Stage 2. Both Stages are fully funded, with Stage 1 scheduled for 2005 – 2009 and Stage 2 scheduled for 2009 – 2011. The detailed descriptions below are the result of ongoing communication and negotiation between the WSDOT, the City, and the Kirkland Advisory Committee.

**Stage 1** components include, but are not limited to:

1. Construct one additional general purpose lane on both NB and SB I-405 between Northeast 85<sup>th</sup> Street and Northeast 124<sup>th</sup> Street, including reconstruction of mainline structures over Northeast 116<sup>th</sup> Street.
2. Rebuild NB exit ramp from I-405 to Northeast 116<sup>th</sup> Street, tying into the existing ramp termini just south of Northeast 116<sup>th</sup> Street.
3. Realign the Northeast 85<sup>th</sup> Street SB to WB ramp and modify the existing Northeast 85<sup>th</sup> Street to 114<sup>th</sup> Avenue northeast right turn pocket .
4. Construct wetland mitigation sites for mitigation of both Stage 1 & Stage 2 wetland impacts.
5. Rebuild and extend northward, approximately 1300 linear feet, existing noise walls east of I-405 at the Northeast 85<sup>th</sup> on-ramp.
6. Construct a noise wall south of the existing Northeast 100<sup>th</sup> Street pedestrian bridge.
7. Replace a noise wall panel west of I-405 south of the Northeast 85<sup>th</sup> Street interchange.
8. Replace approximately 390 linear feet of existing noise wall west of I-405 and north of the Northeast 85<sup>th</sup> Street interchange.
9. Provide Fish Passage at Forbes Creek.
10. Construct new temporary pedestrian walkway and other pedestrian enhancements on the north side of Northeast 116<sup>th</sup> Street to address pedestrian traffic safety.
11. Construct various retaining walls.
12. On the I-405 Mainline northbound and southbound from approximately Northeast 85<sup>th</sup> Street to the Northeast 116<sup>th</sup> I/C ramps and north of the Northeast 116<sup>th</sup> Street I/C, provide landscaping as defined in the I-405 Urban Design Criteria. Where further reconstruction in Stage 2 will occur, temporary seeding will be provided south of the NE 116<sup>th</sup> I/C.
13. For wall treatment at the NE 116<sup>th</sup> I/C bridge abutment, provide the architectural elements described in the I-405 Urban Design Criteria
14. Resurface I-405 between NE 85<sup>th</sup> Street and NE 124<sup>th</sup> Street.
15. Replacement of damaged Noise wall panel southbound on-ramp from NE85th Street.

Wall texture should match adjacent panels

**Stage 2** major components include, but are not limited to:

1. Construct one additional general purpose lane on NB I-405 from Northeast 70<sup>th</sup> Street to Northeast 85<sup>th</sup> Street.
2. Construct one additional general purpose lane on SB I-405 from SR 522 to Northeast 124<sup>th</sup> Street and from Northeast 85<sup>th</sup> Street to SR 520.
3. Finish reconstruction of the Northeast 116<sup>th</sup> Street I/C to a half-SPUI, including the reconstruction of the SB on-ramp, arterial widening of Northeast 116<sup>th</sup> Street and 120<sup>th</sup> Avenue Northeast, and including replacement of the Burlington Northern Santa Fe structure on Northeast 116<sup>th</sup> Street.
4. Construct bike lanes and pedestrian improvements along Northeast 116<sup>th</sup> Street from approximately 114<sup>th</sup> Avenue Northeast to 124<sup>th</sup> Avenue Northeast.
5. Construct pedestrian improvements on 120<sup>th</sup> Avenue Northeast in the vicinity of the Northeast 116<sup>th</sup> Street / 120<sup>th</sup> Avenue Northeast intersection.
6. Provide the architectural elements described in the I-405 Urban Design Criteria (wall treatment, lighting, and pedestrian walkway amenities) at the Northeast 116<sup>th</sup> Street interchange.
7. Provide landscaping as described in the I-405 Urban Design Criteria on I-405 mainline NB and SB in all areas that were not addressed in Stage 1. Complete landscaping according to the I-405 Urban Design Criteria at the Northeast 116<sup>th</sup> I/C, including the south portion of the interchange.
8. Construct noise walls on the east side of I-405 south of the Northeast 70<sup>th</sup> Street I/C.
9. Replace the existing noise wall located on the west side of I-405 south of the Northeast 70<sup>th</sup> Street I/C, near the Northeast 60<sup>th</sup> Street pedestrian bridge.
10. Construct a noise wall on the east side of I-405 from approximately the Northeast 80<sup>th</sup> Street pedestrian bridge to Northeast 83rd Street.
11. Construct various noise walls outside the City of Kirkland's corporate limits.
12. Construct various retaining walls.
13. Resurface I-405 NB from NE 70<sup>th</sup> Street to NE 85<sup>th</sup> Street, and SB from SR 522 to NE 124<sup>th</sup> and from NE 85<sup>th</sup> to SR 520.

## **ROLES**

Because of the contractual agreement between WSDOT and the project's Design-Builder, the City will direct all communication related to the projects through the appropriate WSDOT representative:

- Construction: I-405 Contract Manager
- Design: I-405 Design Manager
- Traffic Control: I-405 Traffic Control Manager
- Public Information: I-405 Public Information Manager
- All Other Inquiries: I-405 Segment Manager

The City of Kirkland will provide members for both the I-405 Maintenance and Operations Task Force and Public Involvement Task Force in order to facilitate communication between the City, WSDOT and the Design Builder. City of Kirkland representatives agree to attend regular meetings of these task forces. Meeting schedules will be determined after the Design-Builder

has been selected by WSDOT. These task forces serve as advisory groups to the Design-Builder. The City of Kirkland task force representative(s) will assist to expedite city review and approval of Design-Builder submittals, such as detour and traffic control plans.

If the Design-Builder proposes a design change to an element within the City of Kirkland's corporate limits, WSDOT will present the change to the City for concurrence. The City may choose, at its discretion, to reconvene the KAC to obtain their input regarding the proposed change.

If the City of Kirkland wishes to propose a change to an element in either Stage 1 or 2 within the City of Kirkland's corporate limits, the City may request a meeting with WSDOT and the design-build contractor. WSDOT agrees to meet in a cooperative spirit to discuss and, if the change is appropriate as determined by WSDOT, implement the requested change.

WSDOT will make presentations to the City and the KAC when requested to do so by the City.

WSDOT and the City will meet after construction of Stage 1 to review "lessons learned" regarding roles, responsibilities and processes and write a supplement to this agreement if necessary to further develop the relationships and processes prior to the construction of Stage 2.

WSDOT and/or its design-build contractor agrees to apply for and obtain all necessary permits for work within corporate limits of the City of Kirkland and regulated by the City of Kirkland, including but not limited to:

- Grading Permits (LSM permits, per Kirkland Zoning Code 115.75),
- Exceptions to the Hours for Development Activity (per KZC 115.25), and,
- Noise Variance Approvals (per KZC 115.95).

## **DESIGN**

### **Existing Conditions**

#### **I-405 Mainline**

- Four 12 foot wide lanes
- Inside shoulder varies from 4 to 7 feet wide
- Outside shoulder 10 feet wide

#### **Northeast 116<sup>th</sup> Street**

- Four 11 foot wide lanes under I-405
- Five 11 foot wide lanes east of the I-405 interchange
- Three 11 foot wide lanes west of I-405 across 120<sup>th</sup> Avenue Northeast

#### **120<sup>th</sup> Avenue Northeast**

- Three 11 foot wide lanes north of Northeast 116<sup>th</sup> Street
- Two 11 foot wide lanes south of Northeast 116<sup>th</sup> Street

### **Proposed Conditions**

#### **Geometric**

**All plans will follow I-405 Congestion Relief and Bus Rapid Transit Project, CADD**

**Standards Manual. Design will be based on WSDOT design standards within limited access and Kirkland design standards for City streets outside of limited access, except as amended in this Agreement.**

***Stage 1***

**Roadway Enhancements**

**I-405 Mainline**

- Five 12 foot wide lanes
- Inside shoulder 10 feet
- Outside shoulder 10 feet

**116<sup>th</sup> arterial**

- Northeast 116<sup>th</sup> no change

**Pedestrian Enhancements**

- The existing sidewalk on the north and south side of Northeast 116<sup>th</sup> Street under the I-405 over crossing will be removed as part of the demolition of the mainline structures. The sidewalk on the south side of Northeast 116<sup>th</sup> Street will not be replaced. The sidewalk on the north side of Northeast 116<sup>th</sup> Street will be replaced with an 8 foot wide, ADA compatible, temporary asphalt sidewalk that will transition to the existing sidewalk on either side of the structure; a 4 foot wide gravel buffer will be placed between this sidewalk and the roadway. Gravel will also be installed between the back of the sidewalk and the I-405 mainline structure abutment.
- Place gravel between Northeast 116<sup>th</sup> Street and the I-405 mainline structure abutments to the south.
- Construct 10 foot wide sidewalk with ADA ramp at the southeast quadrant of the northbound I-405 off-ramp at Northeast 116<sup>th</sup> Street.
- Reconstruct the ADA ramp on the north side to align with the signal and south side ramp; restripe the crosswalk to align with these ramps.
- During construction the contractor will maintain pedestrian access through the construction zone on the north side of Northeast 116<sup>th</sup> Street.

***Stage 2***

**Roadway Enhancements**

- New 5 foot wide bike lanes will be built on Northeast 116<sup>th</sup> Street between 120<sup>th</sup> Avenue Northeast and 124<sup>th</sup> Avenue Northeast. Existing bike lanes on Northeast 116<sup>th</sup> Street west of 120<sup>th</sup> Avenue Northeast will be rebuilt and will match into existing bike lanes.
- Lane widths on all arterial streets will follow current City of Kirkland Standard Plans, except as modified by this AGREEMENT. All lane widths on arterial streets will be 11 feet minimum.
- *WSDOT and the City are working together to develop appropriate radii standards as further posited in the next two bullets (to be edited):*
- Curb radii on the east side of the Northeast 116<sup>th</sup> Street / 120<sup>th</sup> Avenue Northeast intersection will be 55 feet.
- Curb radii on the west side of the Northeast 116<sup>th</sup> Street / 120<sup>th</sup> Avenue Northeast intersection will be 45 feet in the northwest quadrant and 55 feet in the southwest quadrant. WSDOT understands that pedestrian movement is important to the City of Kirkland at this intersection and they agree to continue to work on

alternatives to reduce the pedestrian walk distance while still meeting WSDOT design requirements within the limited access.

### **Pedestrian Enhancements**

- North side of Northeast 116<sup>th</sup> Street: Construct an 8 foot wide sidewalk (from 120<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE). Construct a 4.5 foot wide planter strip between the curb and the sidewalk except under the I-405 mainline structure where there will be no planter strip.
- South side of Northeast 116<sup>th</sup> Street: Construct a 10 foot wide sidewalk under the I-405 mainline structures that tapers to an 8 foot wide sidewalk with a 4.5 foot wide planting strip on the east of the structure and that ties into the existing sidewalk radius at 124<sup>th</sup> Avenue Northeast. West of I-405 but east of 120<sup>th</sup> Avenue Northeast, the sidewalk will be 10 feet wide.
- Northeast 116<sup>th</sup> Street / 120<sup>th</sup> Avenue Northeast intersection:
  - Construct 5 foot wide sidewalk on the east side of 120<sup>th</sup> Avenue Northeast both 300 feet north of BNSF right of way and 250 feet south of Northeast 116<sup>th</sup> Street.
  - Construct a 5 foot wide sidewalk with a 4.5 foot wide planting strip on the west side of 120<sup>th</sup> Avenue Northeast, 250 feet north of Northeast 116<sup>th</sup> Street, matching and tying into the existing 5 foot wide sidewalk.
  - Rebuild the 5 foot wide existing sidewalk on the west side of 120<sup>th</sup> Avenue Northeast 1000 feet south of Northeast 116<sup>th</sup> Street to match the existing 5 foot sidewalk.
- All new sidewalks will be ADA compliant.

### **Aesthetics**

All elements will conform to the guidelines as described in the I-405 Urban Design Criteria.

#### ***Stage 1***

- Noise & Retaining Wall Texture- On the community side of new noise walls an Ashlar Finish will be used.
- Abutment Texture- The abutment wall will use Ashlar finish alternating with the I-405 Rhododendron upsweep standard form, as shown in Exhibit C. Should the City propose a substitute to the I-405 Rhododendron upsweep, the City shall pay additional costs associated with this substitution, if any (the City is considering use of form-liners from the 128<sup>th</sup> Street Bridge original art). The ends of the bridge abutments will have a horizontal pattern treatment.
- Pedestrian lighting will be provided on the north side under the Northeast 116<sup>th</sup> Street structure. The fixtures will be provided and installed by WSDOT and maintained by the City of Kirkland per RCW 47.24.
- Landscaping as described in the Urban Design Criteria, WSDOT will cooperate and work with the City of Kirkland to preserve trees.
- Along the mainline, plantings will be informal or natural in appearance and will utilize all native plantings (a mix of native evergreen and deciduous trees and shrubs).
- Roadway lighting will be provided and installed by WSDOT.
- Bridge Structure will be color stained as described in the I-405 Urban Design Criteria.
- Right-of-way safety fence, as described in the I-405 Urban Design Criteria, will be provided by WSDOT.

## ***Stage 2***

- Noise & Retaining Wall Texture- On the community side of new noise walls an Ashlar Finish will be used.
- Pedestrian lighting will be provided on the south side under the Northeast 116<sup>th</sup> Street structure. The fixtures will be provided and installed by WSDOT and maintained by the City of Kirkland per the RCW 47.24.
- Stone Landscaping- On the south side of Northeast 116<sup>th</sup> Street, between the back of the sidewalk and the abutment face, a stone landscape will be provided.
- Seating, as described in the I-405 Urban Design Criteria, will be provided on the south side of the Northeast 116<sup>th</sup> Street sidewalk and on the north side just east and west of the proposed 116<sup>th</sup> bridge abutment.
- Landscaping- As described in the I-405 Urban Design Criteria. WSDOT will cooperate and work with the City of Kirkland on tree preservation.
  - At the I-405 / Northeast 116<sup>th</sup> Street I/C, the landscaping will focus on accent or street tree planting in informal groupings at the intersections or on-off ramps that can potentially tie in with adjacent street tree plantings and provide a sense of entry and accent.
  - Stone landscaping under the NE 116<sup>th</sup> Street bridge will be provided by WSDOT
- The sidewalk will be constructed of color stained concrete, enhanced by a square/rectangular pattern, as described in the I-405 Urban Design Criteria.
- Roadway lighting will be provided and installed by WSDOT.
- Traffic Barrier will be color stained as described in the I-405 Urban Design Criteria.
- Right-of-way safety fence, of a type selected by the aesthetic committee, will be provided by WSDOT.

## **Storm Drainage on Northeast 116<sup>th</sup> Street**

### ***Stage 1***

- Design will include installation of approximately 370 linear feet of 24 inch pipe with associated drainage structures along the southern edge of NE 116<sup>th</sup> Street. Improvements will extend from the southeast quadrant of the interchange running west under the I-405 main line, and connect to an existing catch basin located under the southbound bridge. The new conveyance piping will replace an existing open ditch and constrictive 15 inch pipe segments that are known to cause flooding in this area. Proposed piping and structures will be located to function with future (Stage 2) alignment configurations.
- Design will replace additional drainage structures in the southeast quadrant of the interchange to collect runoff from the northbound off-ramp and existing private drainage facilities lying southeast of the interchange. These structures will connect to the proposed 24 inch conveyance system at NE 116<sup>th</sup> Street.
- The performance goal of the Stage 1 storm drainage improvements on NE 116<sup>th</sup> Street is to resolve the flooding problems due to pipeline constriction and vegetation blocking grates within the WSDOT right-of-way. Should the actual design and construction solution in Stage 1 not resolve this problem, WSDOT agrees to meet with City of Kirkland engineering and maintenance staff, and to provide a temporary relief for that



period between Stages 1 and 2 (approximately 2007 – 2009). At Stage 2 when the NE 116<sup>th</sup> Street interchange will be completed, WSDOT would include and address final solutions for storm drainage flooding in that stage.

### ***Stage 2***

- Design will include installation of new drainage structures and lateral piping to function with roadway improvements along NE 116th Street. New drainage structures will include curb inlets to reduce leaf blockage at the inlet grates. Stage 2 drainage improvements will connect with the 24 inch trunk line along NE 116th Street.

## **DESIGN REVIEW**

WSDOT will provide to the City of Kirkland 60% design plans for review. The City's review will be to ensure plan conformance with the appropriate WSDOT Request For Proposal. The review will be completed within 10 business days from receipt of the plans.

## **UTILITIES**

- The City will have completed encasing, with steel pipe, the entire length of uncased pipe of Kirkland's 18-inch diameter gravity sanitary sewer crossing under I-405 no later than July 1<sup>st</sup>, 2005. All utility relocations and encasement for this contract must be completed by July 1st to assure no potential conflicts occur with WSDOT's Design Build contractor. If special considerations are necessary to extend this date for the re-encasement of the sewer utility, the City of Kirkland must 1) provide proof of clear progress in completing the designs for this work, 2) provide a schedule which shows there will not be a conflict with the WSDOT project and 3) that the work will be accomplished by a firm date on or before August 31, 2005. This sewer is located just south of the Northeast 116th Street I/C and is identified in WSDOT Utility Permit # 14555.
- The City communication conduit located above and in the same trench as the Abovenet Fiber cables installed by Metro Fiber Networks in WSDOT Utility Permit # 17585, are not in the planned project impact area and is not planned to be relocated in this project. Should the conduit be impacted, the City will provide measures to have it relocated in conjunction with the concurrent Abovenet fiber cable relocation activities.

## **TRAFFIC CONTROL AND DETOUR PROCESS**

The design-build contractor shall submit proposed road closures, detours and traffic control plans to the City of Kirkland Public Works Department for approval. The City will review each submittal and return to the design build contractor within ten (10) business days after receipt plans indicating either 'approved', 'approved with comments', or 'not approved, contractor to revise and resubmit'.

## **WETLAND MITIGATION SITES**

WSDOT and City staff worked together closely to locate wetland mitigation sites that were agreeable to both parties. These sites were chosen to assure maximum value to the environment. All wetland mitigation will be constructed under Stage 1.

Forbes Lake West Site: Forester and Van Alstyne properties (to be acquired by WSDOT)

- WSDOT agrees to:
  - Design wetland mitigation site to 95% design.
  - Short plat and purchase the portion of Forester's property necessary for construction of the wetland mitigation site.
  - Encumber this property site with a conservation easement providing perpetual maintenance as a wetland and buffer. Include a provision to allow appropriate public access and use, such as trails and picnic shelters, which are in keeping with the wetland functions.
  - Construct wetland mitigation under Stage 1 design build contract.
  - Own, maintain and monitor the site for a 10 year 'establishment' period. Design Builder will be responsible for maintenance during the plant establishment period as outlined in the I-405, SR520 to SR522 Stage 1 request for proposal. Thereafter maintenance through funding provided by the I-405 project will continue maintenance until the 10 year establishment is finalized. If the City of Kirkland receives funding for improvements to the property within the 10 year establishment period this agreement would need to be amended to specify the work needed to be done.
  - Work with the City of Kirkland during the 'establishment' period to accommodate the City's public access and use plans which are consistent with the wetland mitigation functions at the site.
  - Convey ownership of the wetland mitigation site property to the City of Kirkland following the 10 year establishment period.
  - Provide annual report for establishment period to meet objective. This annual report should depict the baseline condition including at a minimum field pictures of how the area is re-vegetated, success rates of planting, and the appearance of any invasive material on the site. Annual report must also meet the content requirements of KZC 90.55
  - To accommodate future use plans, WSDOT will not fence mitigation sites.
- City of Kirkland agrees to:
  - Assume ownership of the wetland mitigation property after the 10 year 'establishment' period
  - Assume maintenance of the wetland function of the site in perpetuity.
  - Agrees to at a minimum meet with WSDOT prior to making any improvements to the wetland mitigation sites and amend this agreement to specify the work needed to be done.

Forbes Lake East Site (currently owned by the City of Kirkland Parks Department):

- WSDOT agrees to:
  - Prepare the wetland mitigation site design plans in conjunction with the City of Kirkland Parks Department to accommodate their future use plans. The plans will include grading and planting that does not preclude future trails, parking and passive recreation facilities.
  - Design wetland mitigation to 95% design.
  - Construct wetland mitigation under the Stage 1 design build contract.
  - Maintain and monitor the site for a 10 year 'establishment' period. Design Builder will be responsible for maintenance during the plant establishment period

as outlined in the I-405, SR520 to SR522 Stage 1 request for proposal. Thereafter maintenance through funding provided by the I-405 project will continue maintenance until the 10 year establishment is finalized. If the City of Kirkland receives funding for improvements to the property within the 10 year establishment period this agreement would need to be amended to specify the work needed to be done.

- Work with the City of Kirkland during the 'establishment' period to accommodate the City's public access and use plans which are consistent with the wetland mitigation functions at the site.
  - Supply annual report to City of Kirkland Parks Department. This annual report should depict the baseline condition including at a minimum field pictures of how the area is re-vegetated, success rates of planting, and the appearance of any invasive material on the site. Annual report must also meet the content requirements of KZC 90.55.
  - To accommodate future use plans, WSDOT will not fence mitigation sites.
- City of Kirkland agrees to:
    - Grant and convey to the WSDOT the right of entry upon this property for the purpose of constructing and maintaining the wetland mitigation site through the establishment period.
    - Encumber this property with a conservation easement providing perpetual maintenance as a wetland and buffer.
    - Assume maintenance of the wetland functions of the site in perpetuity.
    - Meet with WSDOT prior to making any improvements to the wetland mitigation sites and amend this agreement to specify the work needed to be done.

**Financial Implications/Budget Impacts/Source of Funding/Payment:**

N/A

The City and WSDOT will fund their respective costs associated with staff time necessary to fulfill their roles & responsibilities as identified in this AGREEMENT.

**Approval Requirements/Signature Authority:**

WSDOT – Craig Stone, Project Director

City of Kirkland – Dave Ramsay, City Manager

**Summary Completed By:**

**Date:**

The undersigned expressly acknowledge and agree that this Term Sheet is not a legally binding contract but rather a written statement outlining their understanding which they intend to serve as the basis for future formal contracts.

\_\_\_\_\_  
I-405 Representative

\_\_\_\_\_  
Date

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City of Kirkland Representative

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Date